

Aviation in California: Fact Sheet

Airports Sources: Caltrans' Airport Information Management System and the National Plan of Integrated Airport Systems

Public-Use (including those receiving scheduled airline service): 255

Primary Commercial Service: 29

Medical Heliports: 147

Military/NASA: 25

Pilots/Aircraft . Source: 2001
<http://registry.faa.gov/frame.htm>

Certificated Pilots: 70,268 (9.1% of national total).

Registered Aircraft: 37,167 (10.9% of national total).

Number of GA Hours Flown in 1999: 3.5 million (11% of the total).

Passengers (for Year 2000, unless noted otherwise) Sources: California Department of Transportation, Division of Aeronautics; California Technology, Trade and Commerce Agency; and Federal Aviation Administration

87.4 million passengers boarded aircraft in California (11.9% of national total).

California had 10 million international visitors, with many entering the State through the Los Angeles and San Francisco International Airports.

179 million passengers (enplanements and deplanements) traveled through California's airports.

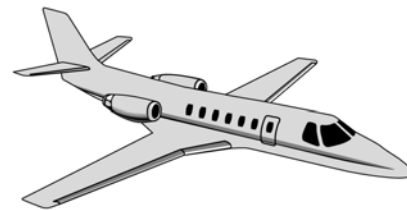
In 2001, Los Angeles and San Francisco International Airports were in the top 25 airports worldwide, in terms of passengers.

Economic Impact Source: California Technology, Trade and Commerce Agency for the Year 2000

Air transportation represented 11% (\$8.3 billion) of total tourism expenditures (\$75.4 billion). California's air transportation employment was 52,000.

California's aerospace industry, consisting of 1,070 firms and employing 170,900 people, contributed \$28 billion in products to the global marketplace. There are 710 aircraft manufacturing and parts firms.

Air freight is an important part of California's foreign trade. \$129.7 billion of exports through California ports of entry were carried by air; 20 percent of U.S. import and export trade was handled through California's ports of entry; and 5.2 million tons of air cargo were transported through California's airports.



Division of Aeronautics' Internet Web Site Address:

[//www.dot.ca.gov/aeronautics](http://www.dot.ca.gov/aeronautics)

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Federal Fiscal Data

In FFY 2000, the federal Airport and Airway Trust Fund earned \$9.8 billion in tax revenue, and a total of \$10.6 billion in taxes and investments.

For Federal Fiscal Year (FFY) 2002, Congress had two appropriations bills affecting the aviation industry: a) Department of Transportation (DOT); and b) Department of Defense (DOD), for security funding after the September 11, 2001 terrorist attacks.

	DOT (millions)	DOD (millions)
FAA Operations	\$ 6,886	\$ 200
FAA F&E	\$ 2,914	\$ 109
FAA RE&D	\$ 195	\$ 50
AIP	\$ 3,300	\$ 175

Needs

In FFY 2001, the Federal Aviation Administration provided \$305 million in grants to California's airports and neighboring communities from the Federal Airport Improvement Program.

Surveys of airports for the 2001 Capital Improvement Program Element of the California Aviation System Plan indicate California's public-use airports need \$4.0 billion in capital improvement projects over a 10 year period, including \$1.1 billion at General Aviation/Reliever airports. Primary Commercial Service airports would need \$2.9 billion in projects (this does not include expansion plans that were announced for LAX and SFO). Ground access projects identified \$3.0 billion in needs.

California's General Aviation Fuel/Revenue Earned in State Excise Taxes

Fiscal Year	AvGas (Mill. gal.)	Jet Fuel (Mill. gal.)	Revenue Earned	
			AvGas	Jet Fuel
1990-91	44.7	57.3	\$4,023,000	\$1,146,000
1991-92*	42.4	59.2	\$3,816,000	\$1,184,000
1992-93*	36.5	66.0	\$6,011,000	\$1,320,000
1993-94*	37.4	63.2	\$6,547,000	\$1,264,000
1994-95	36.6	66.6	\$6,593,000	\$1,331,000
1995-96	35.9	74.1	\$6,462,000	\$1,482,000
1996-97	32.9	76.0	\$5,919,000	\$1,519,000
1997-98	31.4	88.2	\$5,653,000	\$1,766,000
1998-99	29.9	94.5	\$5,382,000	\$1,890,000
1999-00	33.7	114.5	\$6,066,000	\$2,290,000
2000-01	27.9	133.2	\$5,030,000	\$2,664,000

Current Fuel Tax Rates: \$.18/gal. \$.02/gal.

*State Excise Tax on AvGas increased from \$.09/gal. in 1991 to \$.16/gal. in 1992, to \$.17/gal in 1993, and \$.18/gal. in 1994. These tax revenues fund the Division of Aeronautics and its three airport grant programs.